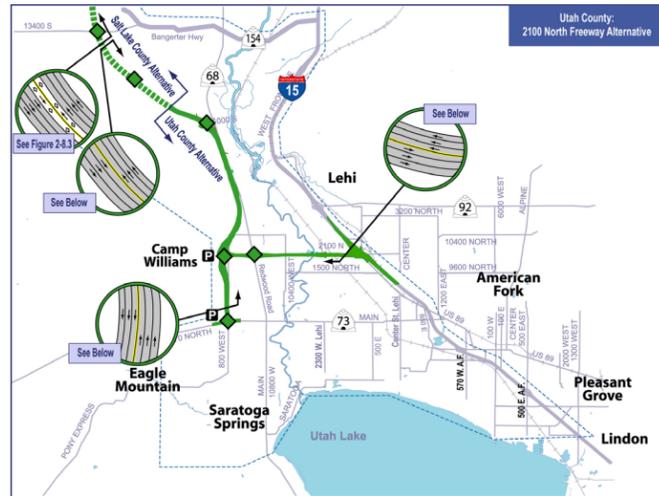
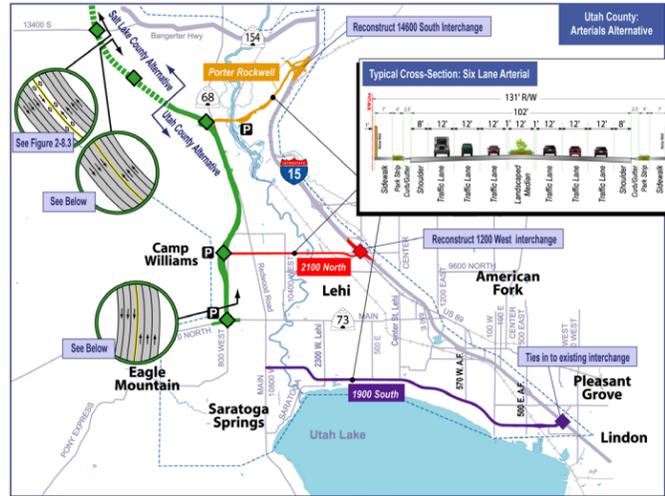




Utah County Alignments



FAQs

Has Lehi City proposed another alignment?

At the end of August 2007, Lehi City presented FHWA and UDOT with a suggested alternative at 4800 North. The Lehi City alignment is a proposed freeway segment near the Salt Lake County–Utah County line (point of the mountain) connecting I-15 to MVC.

UDOT and FHWA are continuing to work with Lehi City on the details of the 4800 North Freeway Connector Alignment and will prepare a supplement to the DEIS if it is found to be a reasonable alternative.

Utah County Impacts Summary

	Southern Freeway	2100 North Freeway	Arterials
Delay Reduction (3pm - 6pm)*	60%	50%	60%
Home / Business Relocations	136	32	74
Historic Properties Impacted	3	3	6
Cost*	\$690 million	\$540 million	\$640 million
Wetlands Impacted (Acres)			
Primary	78.3	14.7	52.9
Peteetneet	12.4	0	5.5

* Compared to 2030 No-Action

‡ Year 2007 Costs, Inclusive of All Design Costs (Design, R/W, Construction and Oversight)

Please see Chapter 2 of the Draft EIS for more detailed information.

CLICK. READ. COMMENT. ►►

Comment Period

Oct. 17 - Jan. 24, 2008

Mail

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11/01/2007



The Mountain View Corridor (MVC) Environmental Impact Statement (EIS) studies in detail two roadway alternatives in Salt Lake County, three roadway alternatives in Utah County, two transit alternatives and a trail system. The full transportation solution will include one roadway in each county, one transit alternative and a trail system.

Salt Lake County Alternatives

The 5800 West Freeway Alternative begins with an interchange at I-80 and consists of a freeway for the entire length in Salt Lake County. The 7200 West Freeway Alternative also begins with an interchange at I-80, but then runs along 7200 West. South of 5400 South, the alignment for both alternatives is the same (see the accompanying maps for details).

Transit alternatives include high-capacity transit on 5600 West, either center-running in an Exclusive Right-of-Way or side-running Mixed with Traffic. The transit would connect to the proposed light rail line to the Salt Lake City International Airport, cross under I-80 and run along 5600 West to the Mid-Jordan Light Rail Transit line through Daybreak into Herriman.

Utah County Alternatives

The Southern Freeway Alternative consists of a freeway from the Utah County line that extends south toward Utah Lake and then heads east roughly following 1900 South in Lehi to join I-15 at the existing Pleasant Grove/Lindon interchange. The 2100 North Freeway Alternative includes a freeway that extends from the Utah County line south to SR 73 in Saratoga Springs, plus a freeway connection on 2100 North to I-15 in Lehi. The Arterials Alternative also consists of a freeway from the Utah County line that extends south to SR 73 in Saratoga Springs, but then connects to I-15 with three arterials: Porter Rockwell Boulevard, 2100 North, and 1900 South (see the accompanying maps for details).

UDOT and UTA Preferred Alternatives

The 5800 West Freeway Alternative has been identified by UDOT as the department's Preferred Roadway Alternative in Salt Lake County. This alternative has fewer impacts to wetlands and wildlife, requires the least home relocations, and provides better transportation performance. Transit on 5600 West with a dedicated center-running right-of-way is the Utah Transit Authority's Preferred Transit Alternative due to higher ridership projections. 2100 North Freeway has been identified as UDOT's preferred roadway alternative for Utah County, as it has the fewest wetland impacts and relocations, as well as the lowest construction costs. The Federal Highway Administration will ultimately make the final selection of a preferred roadway alternative upon publication of the Record of Decision.

Please see Chapter 2 of the Draft EIS for more detailed information.

CLICK. READ. COMMENT. ►►

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FAQs

Why not build a freeway on SR 111 in Salt Lake County?

After a review of the SR 111 Freeway Alternative, it was decided to eliminate the alternative from further study. The decision was based on the fact that the alternative would provide the least reduction in north-south traffic in the study area, would require more relocations, and would affect substantially more historic homes than the other alternatives.

Why isn't 1000 South in Lehi being considered as an alternative?

In early 2007, UDOT decided to undertake a separate project for an arterial on about 1000 South in Lehi. Therefore, 1000 South was removed from consideration as an alternative for the MVC project and has moved forward as its own project. This east-west connector is fully funded and may be built upon completion of the required environmental study to provide congestion relief as soon as possible.

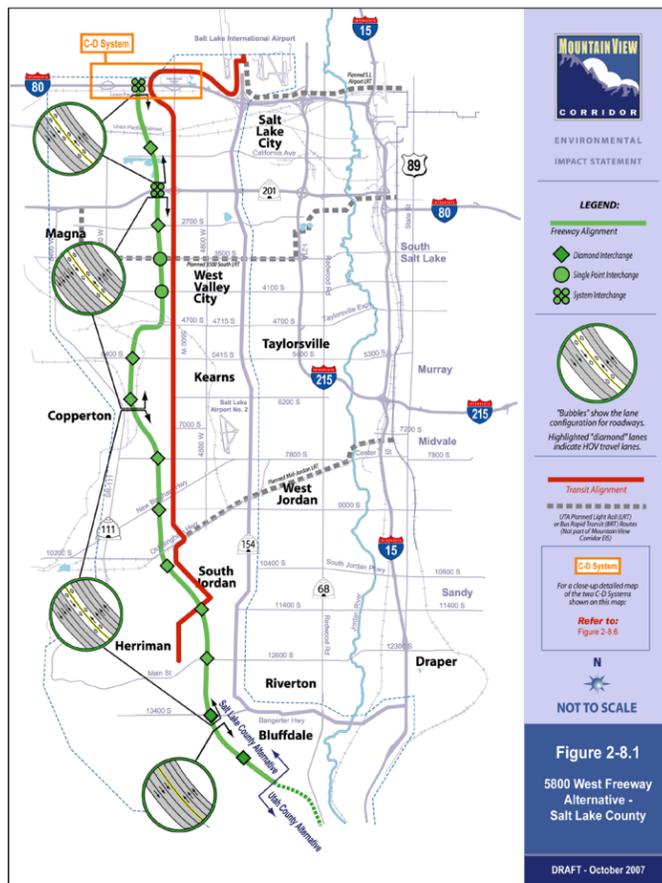
Public Hearings

Wednesday, November 14
Hunter High School
West Valley City: 4 - 8 p.m.

Thursday, November 15
Willow Creek Middle School
Lehi: 4 - 8 p.m.

Saturday, November 17
Copper Hills High School
West Jordan: 2 - 6 p.m.

Salt Lake County Alignments



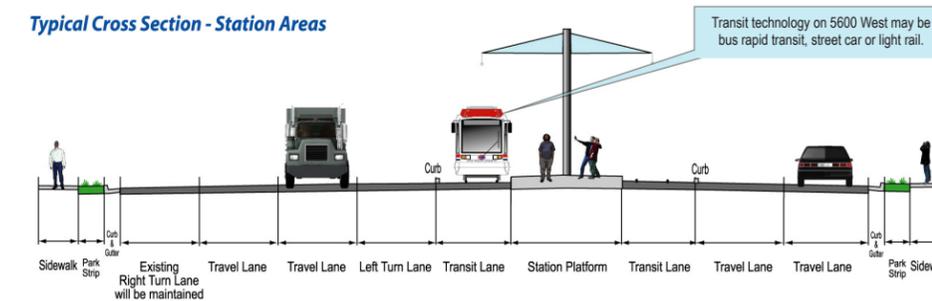
Transit Alignments



Salt Lake County Impacts Summary

	5800 West	7200 West
Peak Traffic Times	10-15% fewer delays	10-15% more delays
Home / Business Relocations	199	248
Historic Properties Impacted	11	4
Wetlands Impacted (Acres)		
Playa	14.0	24.2
Total	27.2	29.8

Dedicated Right-of-Way Transit Option



Transit Impact Summary

	Dedicated Right-of-Way	Mixed Flow
Transit Ridership	6,800	3,700
Home / Business Relocations	26	22

FAQs

What is the difference in operating characteristics for the transit options?

The Mixed-Traffic Transit Option has about twice as many station locations and operates more like a local bus system, whereas the Dedicated Right-of-Way Transit Option has less stations, its own lane and makes its way more quickly along the corridor like the TRAX system.

Please see Chapter 2 of the Draft EIS for more detailed information.

CLICK. READ. COMMENT. >>>

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